

APPROVED

UTAH PASSENGER ROPEWAY SAFETY COMMITTEE MEETING

March 10, 2008

**UDOT Complex
4501 South 2700 West
Salt Lake City, Utah 84119**

Committee Members Present:

Chris Anderson, Chairman
LeRoy Schultz, Vice-chairman
Robert Hull, Ex-officio Member
Curt Panter, Member
Peter Dahlberg, Member
Les Fuller, Member

Members Absent

Onno Wieringa, Member

UDOT Commissioner
Assistant Attorney General

Stephen Bodily
Felise L. Thorpe Moll

Committee Support Staff:

Brian Allen, Ropeway Safety Engineer
Cindy Finau, Secretary

Others Present:

Paul Ehlert, Doppelmayr-CTEC
Jimmy Sunlight, Lagoon
Dal Freeman, Lagoon
Jan Leonard, Jan W. Leonard, LLC
Van Edgette, Alta
JR Reinhardt, The Canyons
Kerry Braun, Solitude
Kevin Bourne, US Forest Service

CALL TO ORDER

Chris Anderson called the meeting to order at 1:00p.m. He welcomed those present and acknowledged the fact that some area representatives travel long distances to attend these meetings. The Committee appreciates the support from the area operators, manufacturers, as well as interested parties. Onno Wieringa was excused from the meeting.

I. REVIEW AND APPROVAL OF MINUTES

After a brief review of the minutes taken January 14, 2008, LeRoy Schultz motioned to approve the minutes with changes noted. Peter Dahlberg seconded the motion and it passed unanimously.

II. LIFT ENGINEERING – HANGER CONNECTIONS

The Lift Engineering hanger connections were discussed at the January meeting. Since then Brian Allen has learned that California did not increase their testing requirements for the hanger connections. Instead, Ken Pearson is analyzing the hanger connection and developing recommendations. The cracks may be related to the way the area handled the hangers and chairs during routine maintenance. Only one lift was found with cracks. Other lifts at the same area did not show any indications. Colorado is requiring an additional monthly visual inspection and is using the visual NDT inspection criteria. Brian has not heard about any new problems. He has verified that in Utah everyone has been completing the 10% NDT required by the manufacturer. Currently, no one has found anything of concern in the hanger connections.

The previous issue of the Lift Engineer chair bail was brought up. This issue is unrelated to the hanger connection issue. Chris Anderson mentioned that the areas in Utah are gusseting the bails on the chairs. Brian stated that there is one chair at Beaver Mountain that is not going to get gussets. It has the YAN bail with a Doppelmayr hanger. This combination interferes with the gusset design. Therefore, Chuck Peterson was asked about the situation and he recommended not to place the gusset on that hanger design but to continue with the mid-winter inspections. This will be discussed further in a future meeting.

Another item discussed was the recommended process to follow when resetting automatic faults. Care must be taken prior to re-starting a lift after a critical fault has occurred. It was decided to have Brian write a letter to the areas regarding the protection of circuit faults. Brian will draft a letter and send it to the area operators. A qualified and experienced mechanic should develop the process to be followed before resuming operation of the lift. It is up to the areas to determine whom they consider to be qualified and/or experienced.

III. OITAF REPORT OF 2006 ITTAB MEETING

This report briefly mentioned an earthquake in Japan. This earthquake was of similar magnitude of earthquakes predicted for our area. It was a 6.8 earthquake that deroped 45 lifts [39 fixed grips and 6 detachable lifts]. Many details are unknown such as the number of lifts in the area, the exact location, or were the lifts running when the earthquake occurred.

The discussion identified that many areas in Utah have procedures for reacting to an earthquake. The Forest Service may have some contacts with additional information. They will try to facilitate finding additional information about the earthquake in Japan.

IV. UPDATES

a. Forest Service

Curt Panter gave a brief update for the new 100 passenger tramway at Jackson Hole Mountain Resort. The machinery for the first tower will be installed some time in April. Sun Valley has announced that they will be installing a new level loading gondola from River Run to the Round House.

b. Staff

Brian Allen updated the Committee on the handle tow stop gates. He has been trying to identify the European requirements, but has not received a response yet. We will have a chance to discuss this when we review the revision of the rules. Brian has found that some of the areas have put a 2nd stop gate above the rope. The stop gate has to be put quite high to allow the handle to spin when rope twist exists. The handle tow being used for tubing at Shoulder Hollow has a grip that allows the rope to twist within the grip so the handle always hangs down. The stop gate is 4" above the rope and works really well. Brian doesn't know if the European requirement forced them to have the rope rotate within the grip so the handle is always hanging down or it is something Star Lifts chose to do when designing the grip.

c. Areas & Manufactures

DOPPELMAYR CTEC: Paul Ehlert said they are staying extremely busy.

LAGOON: Dal Freeman said the winter has been a little rough, and it is tough trying to get construction projects done. They are in the process of catching up and plan to open April 5th.

SOLITUDE: Kerry Braun indicated that there are plans to build 1 or more lifts this summer but nothing is definite.

ALTA: Van Edgette talked about them changing a bull wheel on top of the Supreme lift this winter. The adjustable terminals made the task easier.

THE CANYONS: J. R. indicated they had a good winter, and April 13th will be their last day. They are getting ready for summer operations.

DEER VALLEY: Chris Anderson stated they might be moving one of their small lifts but nothing has been decided. They will build a new building at the top of Flagstaff and to consolidate existing buildings.

V. SAFETY TOPIC:

For a safety topic Chris wanted to remind everyone to talk to their staff and emphasize that the equipment safety guards should remain in place and be used.

VI. NEXT MEETING

The next meeting will be held May 12th, 2008. It will begin at 1:00p.m. at the UDOT Complex.